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 Official paper of Clatsop county and the City of Astoria.

WE ARE HOLDING OUR OWN!

It is an excellent thing for a city to be able to say it is in substantial and progressive shape; that its civic, moral, commercial and industrial conditions are all right and that it is steadily progressing to better and ampler state. This is the cheerful message Astoria is sending out to the world, and this is what is said by those coming from aboard to ascertain this and other essential information concerning us.

The newest, most important developments hereabout, are of a character to beget a sense of security, of confidence in our future, of reliance upon our own exact and potential position on the map of Oregon, and to render us quite independent of what unclever things may be said, or written, about us, however shrewdly, they may be put in word or type. And now that we are in possession of this rational assurance of something solid to build upon, and to we intend to mind our own business, which is the pursuit and application of every direct advantage inuring to us; and we expect to be kept reasonably busy in this behalf for many a long year to come.

The Hill transcontinental system has its terminals here; the Harriman system has its terminals here; a third railway line is seeking entry here; there is reason to believe the government intends to establish its new naval station here; this harbor is to be created into a district by itself, and we intend to take a hand in its immediate and thorough improvement; there is a splendid \$100,000 hotel under construction here, besides over sixty other buildings, homes, stores, tenements and public edifices, underway; we will soon open to service the handsomest county court house in the state; we have certain assurance of rail communication with the Tillamook country via two distinct routes within 15 months; we are to take on the actualities of a seaport just as rapidly as the big transportation interests centering here can round out their plans for the maritime end of their businesses; our markets are all active and growing livelier, day by day; we possess the healthiest climate on the American continent, and are wholly prepared to make the most of the good things that we wot of.

We are holding our own in comfortable fashion and do not propose to let go of anything. Astoria realizes her own day, at last!

AN AMERICAN EMPEROR.

Editor Watterson, of the Louisville Courier-Journal, has intimated that there is grave danger of President Theodore Roosevelt declaring himself "Emperor" of the United States if so be he shall consent to stand for the presidency and the people shall again elect him. Now Colonel Henry Watterson, besides being the Democratic Moses in this American political wilderness, is a great joshier, and this is the latest of his joshes. He does not believe any such thing for the simple reason he is not of the calibre that takes stock of such things. That he said it in his columns is, presumably, so, since he is quoted by reputable newspapers to such effect; but why he said it (unless it was to have a quiet bit of fun with his distinguished friend, Mr. Roosevelt), passes all understanding. He knows that only the arch-idiot of this universe would entertain such an ambition, and that even a confirmed (and acceptable only that it was confirmed), expression of that kind, would die in the birth. Theodore Roosevelt, and men of his class, including the gallant Kentucky editor, are above and beyond such stuff.

OUR WOMEN AS "SPENDERS."

That Missouri railway ticket agent who made such a deliberate effort to capture one of those blonde Swedish girls that landed in New York in a ship-load the other day on the avowed quest for American husbands, and failed to secure one because they had scattered out before his friendly demand got there, struck a ringing keynote of popular criticism when, in explaining his action to a reporter, he said that he "wanted a wife who was not a spender; one who would save his money and make it go

THIS IS HELL

A Few Nice Sarcastic Bouquets.
ASTORIA AWAKENING.
 (Oregonian, Oct. 17.)

Purchase by Mr. Harriman of some water frontage at Astoria together with rumors of purchases to be made by Mr. Hill, has caused a sharp awakening in Oregon's second city. But not all of this awakening is due to purchase of land by the big railroad men. For several months Astoria has been actively engaged in exploiting the great natural resources lying almost at her door. The wonderful opportunities which await the orchardist, the stock and dairy farmer, the lumberman and logger, as well as the manufacturer and trader, in Clatsop County, have through the publicity department of the Astoria Chamber of Commerce, been presented to the world more effectively than ever before.

The fact that Mr. Harriman has secured Astoria terminal facilities for his line from Portland by way of Tillamook does not necessarily mean that all of the over-sea commerce of the Columbia Basin is to be handled at that point. It does mean, however, that he expects to do some business with the wonderfully rich country which is tapped by the Tillamook road, and that unless Astoria neglects her opportunity, she will share in the benefits. In a communication printed in The Oregonian a few days ago mention was made that the fruit of Lincoln County was immune from the attacks of the codlin moth and other pests which are the bane of the inland orchardist's existence. Clatsop County offers a similar advantage in fruitgrowing. Not only is the fruit singularly free from pests, but the flavor or an size are equal to any. The country is watered by hundreds of small streams trickling through little valleys in which the soil is so rich that it produces marvelous crops with very little effort. The timber resources of the county are famous throughout the country.

Completion of the Harriman road from Tillamook or the building of William Reid's line through practically the same territory, will bring thousands of acres of this rich territory in direct touch with Astoria, and, as the returns come in for the effective publicity work now being done, this country will be settled by a class of small farmers who will reap greater net returns from five or ten acres than Eastern Oregon wheat farmers secure from 100 acres. This kind of a population cannot help building up Astoria, the nearest marketing point, and that city will grow in keeping with the territory on which it is dependent. As new blood comes into the county and city, we will witness a disappearance of that noticeably hostile feeling toward other parts of the state, and the people will be too busy working out their own destiny to have time to interfere with those whose business lies farther inland.

Eventually we shall find the new Astoria spirit lending its assistance to improving the bar at the entrance of the river until the channel to sea is in as good shape as the channel from Portland to Astoria.

the farthest." The spirit of the times has made unconscionable "spenders" of the present generation of American girls, who are not only squanderers of money themselves, but permit the most lavish expenditure of it in the course of such attentions as are paid them socially by men who, oftener than not, are unable to justify the extravagance to their known means.

It is no fault of the girl, however, but is due to the reckless tone and status to which all American money-phases have attained. We are becoming a nation of prodigals, and the girl being the most dependent and the least experienced is peculiarly the object of the greatest of all such expressions of excess. The enormously rich set the wildest paces and create the abnormal and useless systems of expenditure; the ordinary rich being in the social swim are compelled to take up the fads in so far as they can and go on with them; the semi-rich, not to be tabooed altogether, follow suit; the well-to-do, with a wholesome fear of ostracism, are prone to swim in the outer limits of the fool-pool, and indulge the scale as far as they dare; while these in the wage-earning, salary-winning, stipend-fortified class, who have the most need of common-sense, are correspondingly envious, and cruelly helpless under the wide inoculation that possesses us as a people; and they, the most aggravated types of this "Dementia Americana," spend the most, in proportion to their means, of any of the groups alluded to. And the poor girl comes in for her share of the reproach that attaches to the whole crowd of spenders.

Let it be understood that there are many very radical exceptions to this rule of extravagance, and that Astoria, to her population and wealth, offers far more such dissentients than any place we know of.

Nobody will have any confidence in a north pole expedition until President Roosevelt shall start one.

This is What Happened the Next Day.
 (Oregonian, Oct. 18.)

That the Harriman terminals near Astoria were bought in anticipation of future needs rather than for present use, is the belief among men acquainted with transportation matters. While it is undoubted that the tidelands just purchased will be used for the Lytle road they are believed to be chiefly provision for the future.

It is pointed out that Harriman neglected to secure terminals in almost every city on the Pacific Coast until too late and then he paid fabulous sums for them. For example, the tidelands recently bought in Seattle, costing a fortune, could have been had at far less cost had Mr. Harriman not been compelled to buy at the top of the market. He has apparently learned to secure terminals before he starts to build railroads.

Future terminal facilities equal to possible demands upon them is apparently the object sought in the purchase just made, for the tract on Young's Bay is bigger than the Lytle road will need. Those who engineered the deal, however, evidently thought the land will be worth all it cost at any time, in case the Harriman people do not need it for their own use.

It may be asserted without question that the purchaser had in view accommodations for the Pacific Railway & Navigation Company, which is the Lytle road to Tillamook and Astoria. That this road is a Harriman line is unquestioned. No further doubt need be had on that score by anyone. Originally projected by Mr. Lytle, the road soon passed into the Harriman fold and the Harriman interests are directing its construction through Mr. Lytle.

Discussed at Odd Times.

The possible future terminal rates on wheat at the mouth of the Columbia River that are agitated every little while, is a factor, apparently, in the purchase of tideland terminals. With Hill reaching salt water by an easy and direct route, having acquired the Astoria & Columbia River Railroad, Harriman apparently has fortified himself for the contingency that might possibly arise should wheat be hauled to Astoria for export.

There is apparently, however, little if

any chance that grain will go to the mouth of the river, say railroad men. If it did, it is contended that cars would have a longer haul and would have to be dragged back empty over the 100 miles between Portland and Astoria, adding to the expense of delivering the wheat at the harbor. Some point out that the cars would not come back empty for they would be loaded with lumber, but if so loaded, they would have to go clear East for discharge of the lumber tonnage and that would release the cars from the grain-carrying trade for so long a time that the railroads would not have equipment to handle the crop. During the wheat-moving season, the railroads would have to keep their cars on the move between the wheat fields and the port of discharge and could not allow them to load back with lumber for the Eastern markets.

Long Haul Bad Feature.

This long haul by rail and the empty haul back apparently precludes a profitable handling of grain from the interior to Astoria for shipment. An instance of the economical transfer of grain between Portland and the sea by steamer is given in the steamer Indian Monarch, which let Portland yesterday morning with 320,000 bushels of wheat, or 6600 tons, plus pilotage from Astoria to Portland and from Portland back to the sea, made the cost of handling the wheat for the distance 63 cents a ton. If the railroads can do as well as that, they are entitled to the traffic, but they will have to meet that competition before they can expect to deliver wheat to ships at Astoria.

The report that Hill had bought a large tract of terminal property near Astoria including the Flavel tract, is denied by L. B. Seeley, one of the owners. He says there is no truth in the story and that neither Hill nor anyone else has been negotiating for it.

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3.00 Iron Beds " 1.85	15.00 Dresser, oval mirror, quartered oak finish..... " 11.95
4.50 Iron Beds, 5-spindle back angle iron..... " 3.45	12.00 Glass front cupboard..... " 8.75
13.50 Simmons Iron Bed..... " 8.75	7.50 Child's iron bed, any color..... " 5.95
1.85 Best grade inlaid linoleum..... " 1.20	8.50 Couch, valure covering..... " 5.75
1.25 Granite inlaid linoleum..... " .85	20.00 Couch, imitation Spanish leather..... " 13.00
.85 12-ft. wide; best grade linoleum..... " .65	20.00 Bed Couch, imitation Spanish leather..... " 15.00
.65 6-ft. wide; good grade linoleum..... " .475	17.50 Combination desk and bookcase..... " 11.95
.50 6-ft. wide; best grade oil cloth..... " .35	20.00 Hair Mattress..... " 13.75
.35 Mattings " .225	16.00 Hair Mattress " 11.00
32.50 Body Brussels rug, 9x12..... " 26.25	12.00 Felt Mattress " 8.85
25.00 Axminster rug, 9x12..... " 19.75	40.00 Turkish Rocker, leather..... " 34.75
25.00 Best Grade Velvet rug, 9x12..... " 19.75	10.00 Oak Rocker, spring seat..... " 6.35
16.50 Reversible Brussels rug, 9x12..... " 12.25	3.00 Oak Rocker, cobbler seat..... " 2.25
11.50 All Steel Folding Beds..... " 7.35	6.50 Music Cabinet " 4.95
7.50 All Steel Folding Couches..... " 4.85	2.00 All Feather Pillows..... " 1.35
5.00 Pads for Steel Couch..... " 4.85	3.00 Comforts, good grade..... " 2.00
20.00 China Closets " 13.75	6.50 All Wool, white blanket..... " 6.25
27.00 China Closets " 19.50	6.00 All Wool, gray blanket..... " 4.95
27.50 Buffets " 20.75	1.50 Weathered Oak Plate Rack..... " .85
24.50 Combination Sideboard and Buffet..... " 16.25	

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